

E Line Recommended Plan

Linden Hills Neighborhood Council

March 1, 2022

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Agenda

- Review E Line planning process and proposed platform locations in draft corridor plan
- Feedback received on the draft corridor plan
- Review Linden Hills station locations in recommended corridor plan
- Next steps
- Questions and comments

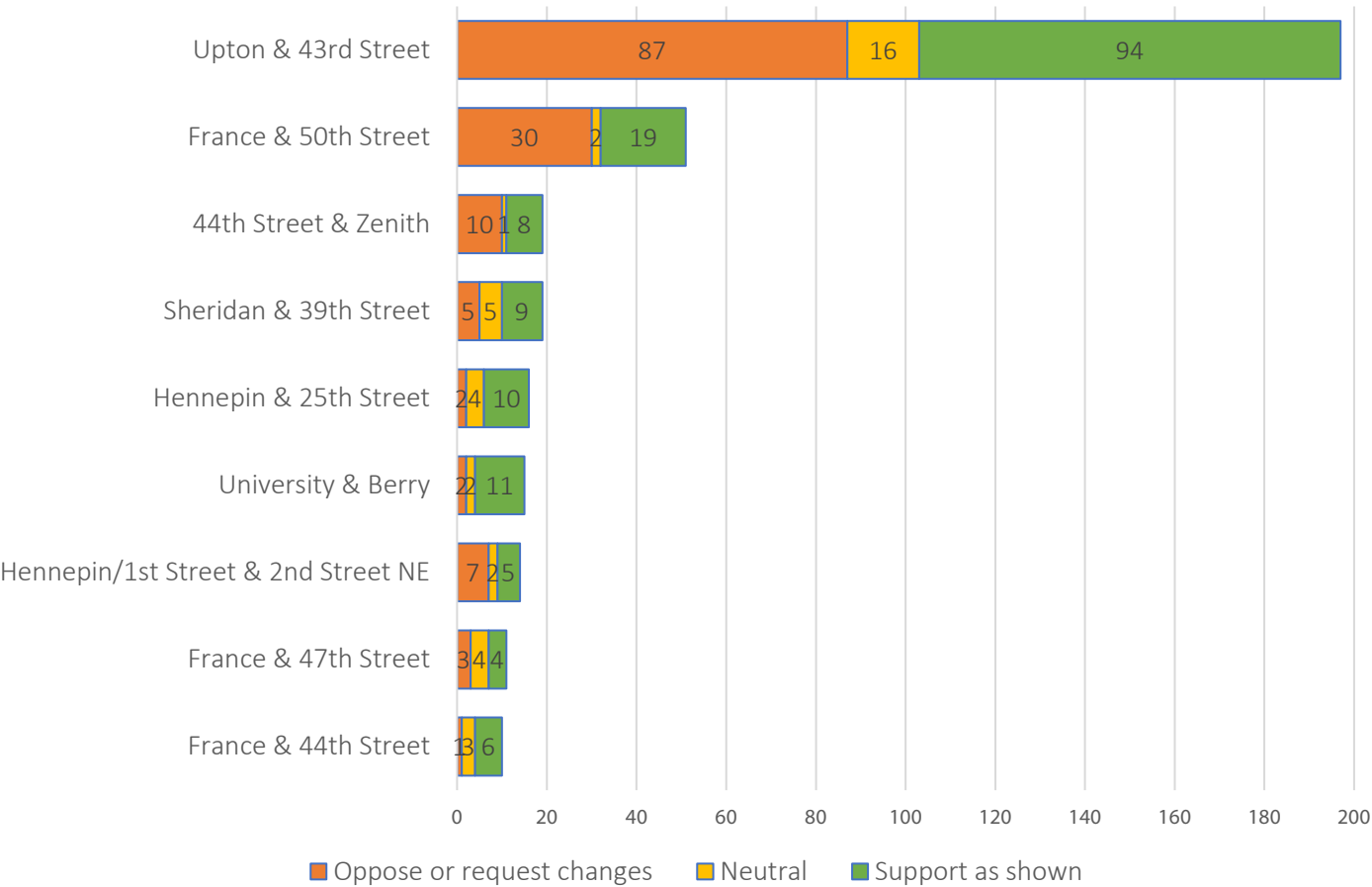
E Line Planning Process Review

- Corridor Study to define alignment: 2018-2019
 - Metropolitan Council approved alignment in January 2020
- Corridor Plan to define station locations: 2020-2022
 - Release Draft Corridor Plan: September 2021
 - Public comment period: Sept 20 – Oct 31
 - **Release Recommended Corridor Plan (March 2022)**
 - Public comment period: March 9 – April 8
 - Metropolitan Council action to approve final corridor plan in May 2022
- Engineering: Fall 2022 – Late 2023
 - Details about exact shelter placement, street furnishings, tree impacts and new plantings, and construction plans
- Construction: 2024-2025



Draft Corridor Plan Feedback

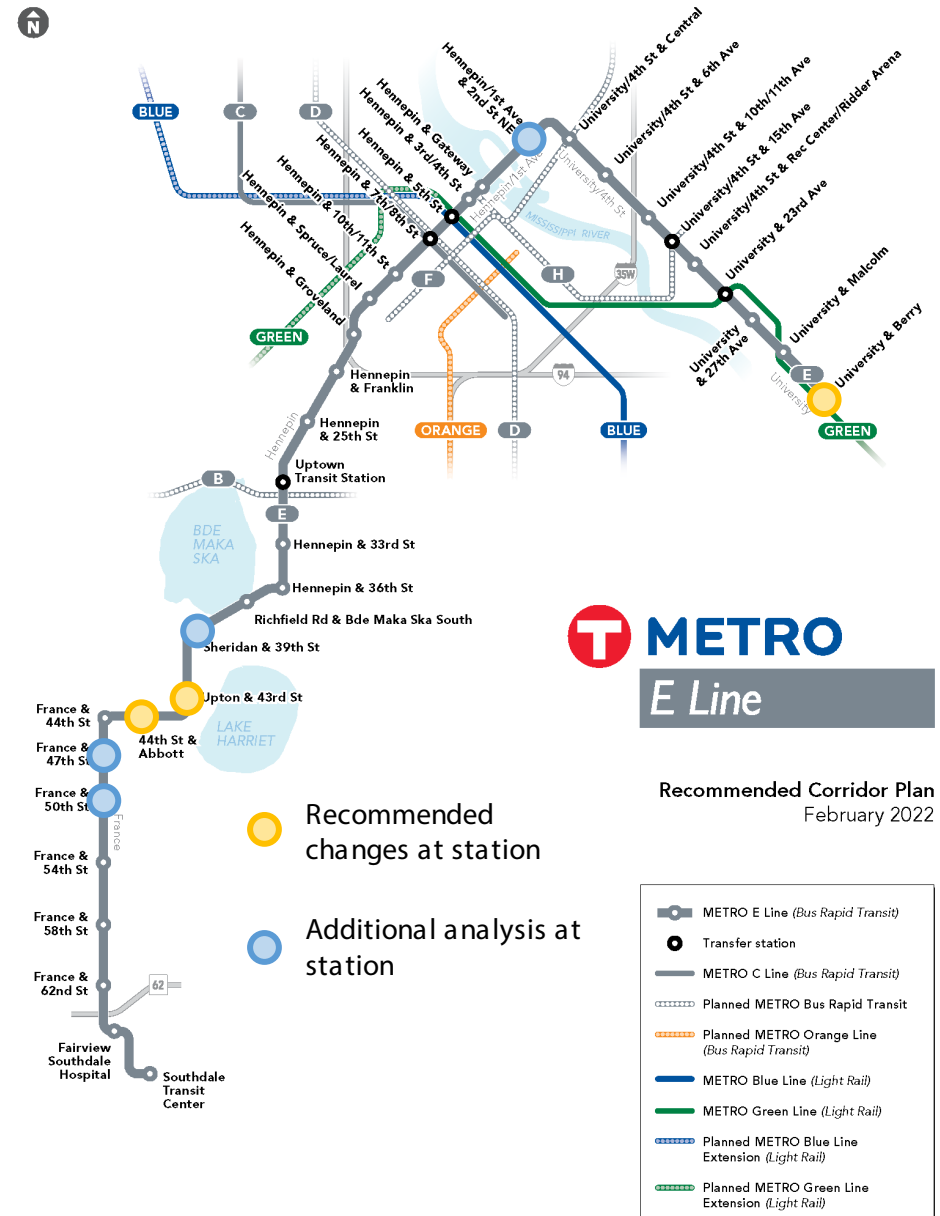
Stations receiving 10 or more comments



- Support for improved transit access to key destinations
- Support for bus-only lanes and bus priority treatments
- Concerns about the scale of BRT stations and impact on character of surrounding area
- Concerns about the removal of on-street parking
- Concerns about the potential removal of trees
- Support for station designs that integrate protected bicycle facilities

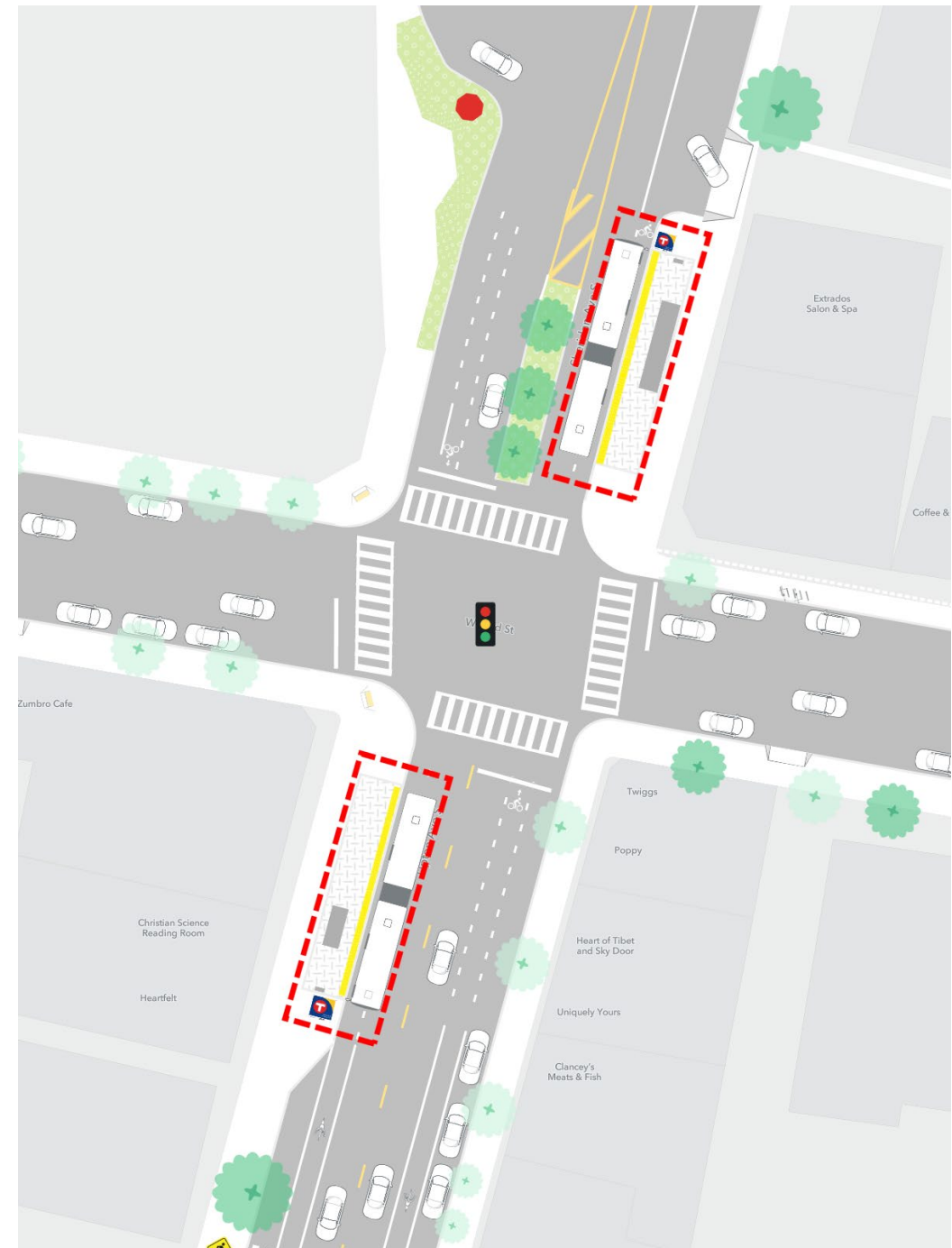
Major Revisions from Draft Plan

- Recommended changes to three stations:
 - University & Berry: Shift northbound platform to Berry Street
 - Upton & 43rd Street: Shift southbound platform to northwest corner of intersection
 - 44th Street & Zenith: Shift station to Abbott Avenue
- Additional analysis of platform alternatives at several stations:
 - 1st Avenue NE & 2nd Street NE
 - Sheridan & 39th Street
 - France & 47th Street
 - France & 50th Street
- Responses to comments received regarding platform placement, including issues to address throughout engineering
- Expanded discussion of priorities for bus-only lanes and other bus priority treatments



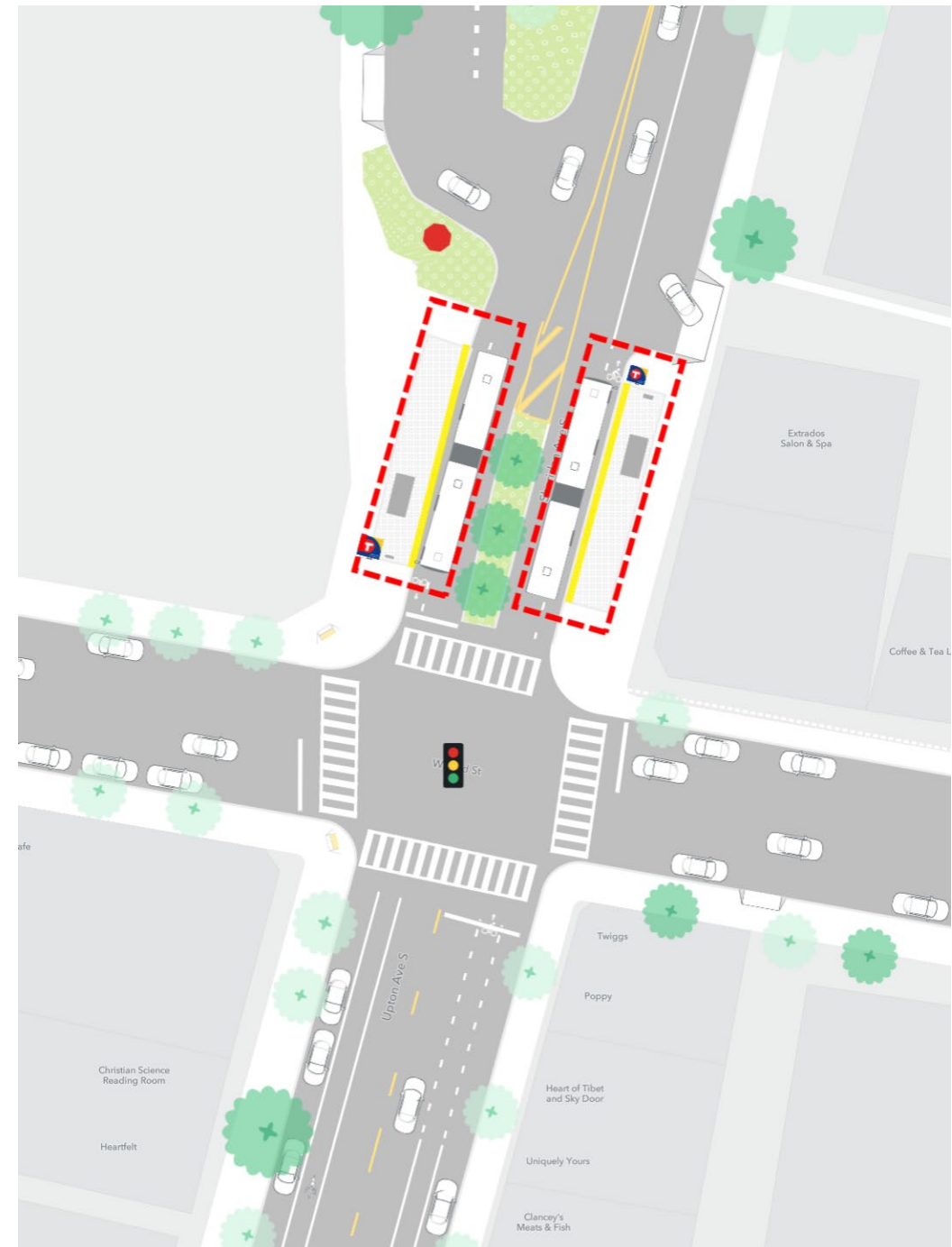
Upton & 43rd Street Draft Corridor Plan

- Northbound platform proposed on farside (northeast) corner of intersection
- Southbound platform proposed on farside (southwest) corner of intersection



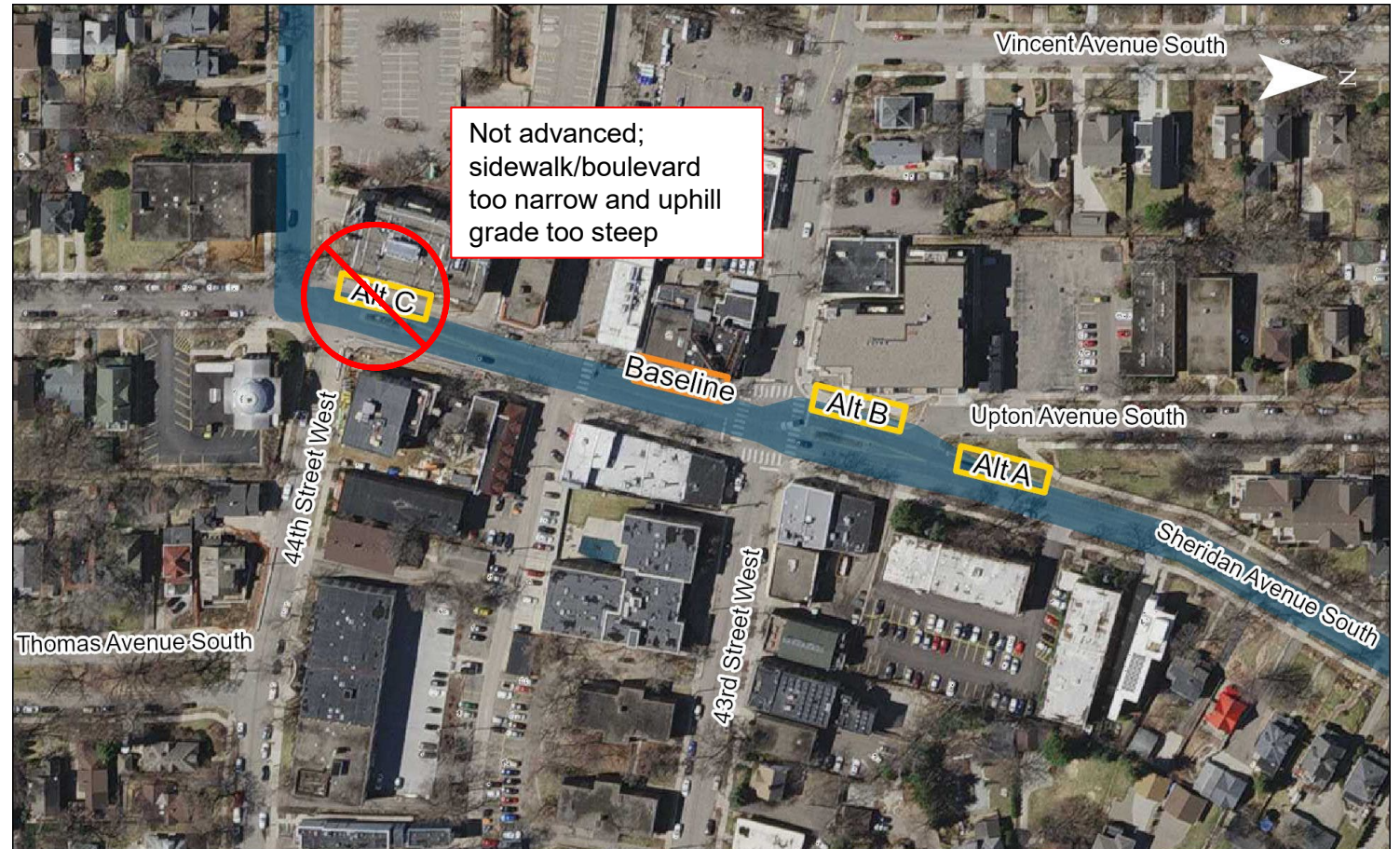
Upton & 43rd Street Recommended Corridor Plan

- Additional alternatives analyzed based on draft plan feedback
- Shift southbound platform from farside (southwest) corner to nearside (northwest) corner
- No change recommended to northbound platform



Additional southbound alternatives analyzed

- **Baseline Location:** Upton Ave and 43rd St farside
- **Alternative A:** Sheridan Ave and 43rd/42nd St midblock
- **Alternative B:** Upton Ave and 43rd St nearside
- **Alternative C:** Upton Ave and 44th St nearside
 - not advanced



Additional analysis of southbound alternatives

Key to symbols Green = Preferred

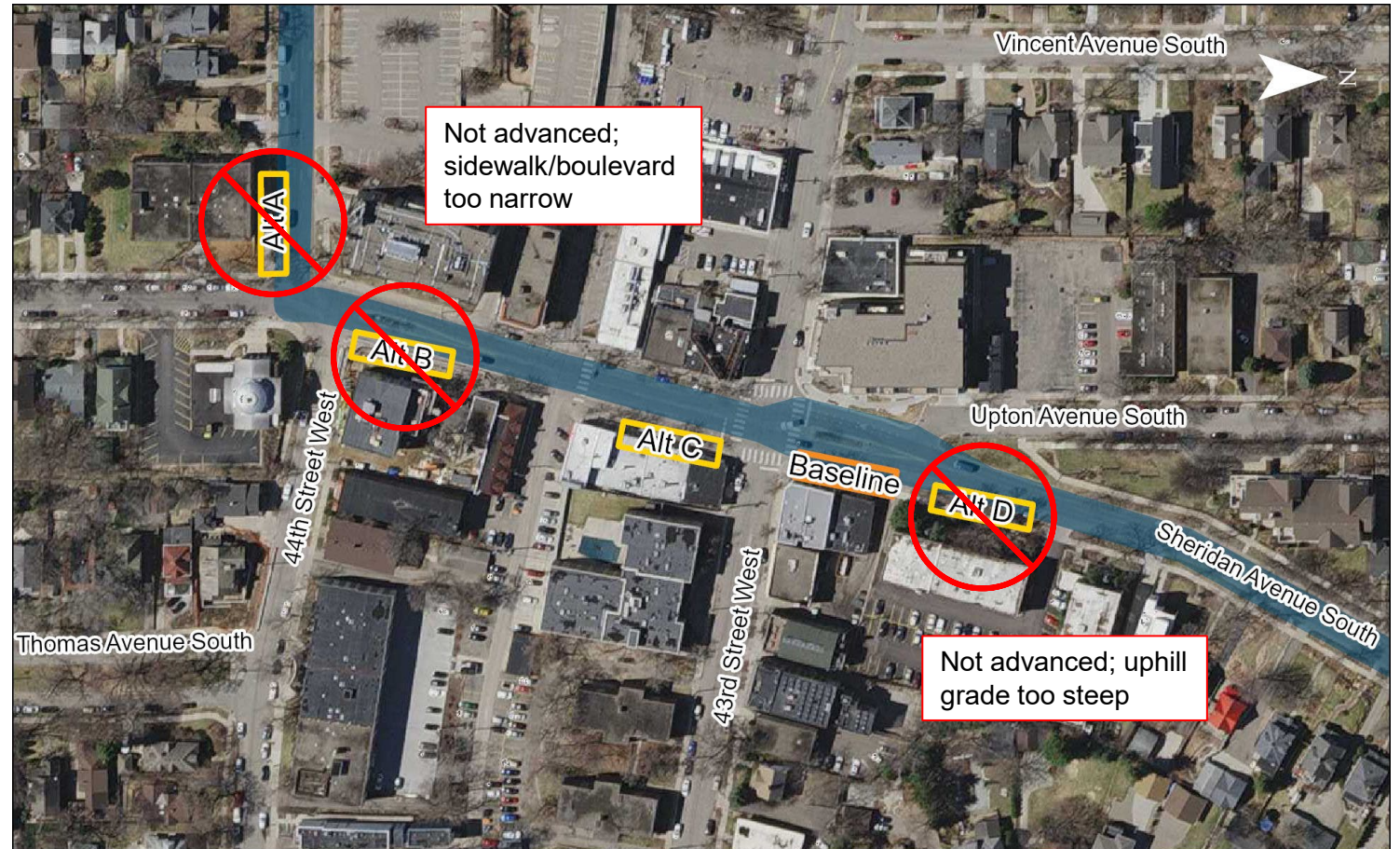
Yellow = Not Preferred

Orange = Undesirable

Factor		Baseline Upton Ave and 43rd St farside	Alternative A Sheridan Ave midblock	Alternative B Upton Ave and 43rd St nearside
Safe pedestrian crossings		Encourages crossing at intersection	Encourages mid-block crossing	Encourages crossing at intersection
Access to destinations		Station serves commercial center directly with convenient access to destinations	Station is offset from commercial center with less convenient access to destinations	Station serves commercial center directly with convenient access to destinations
Meets guidelines for station spacing		Station between 1/4-1/2 mile to neighboring stations	Station between 1/4-1/2 mile to neighboring stations	Station between 1/4-1/2 mile to neighboring stations
Available right-of-way		Right-of-way available for standard BRT platform and pedestrian space	Right-of-way available for standard BRT platform Would require significant regrading of boulevard space	Right-of-way available for standard BRT platform and pedestrian space
Speed and reliability		Farside platform location at signalized intersection reduces likelihood of stopping at red light	Midblock platform location preceding signalized intersection increases likelihood of stopping at red light	Nearside platform location at signalized intersection increases likelihood of stopping at red light
Concerns identified by station neighbors	On-street parking	3-4 total parking spaces removed	0 total parking spaces removed	0 total parking spaces removed
	Storefront or residential visibility	Some potential effect on storefront visibility	No or limited potential effect on storefront visibility	No or limited potential effect on storefront visibility
	Trees and other public amenities	3-4 trees potentially disturbed; design will consider preservation and/or replacement	0 trees potentially disturbed	0 trees potentially disturbed
Recommendation		Acceptable location	Do not advance	Advance platform in recommended plan

Additional northbound alternatives analyzed

- **Baseline Location:** Upton Ave and 43rd Street farside
- **Alternative A:** 44th St and Upton Ave nearside
 - not advanced
- **Alternative B:** Upton Ave and 44th St farside
 - not advanced
- **Alternative C:** Upton Ave and 43rd St nearside
- **Alternative D:** Sheridan Ave and 43rd/42nd St midblock
 - not advanced



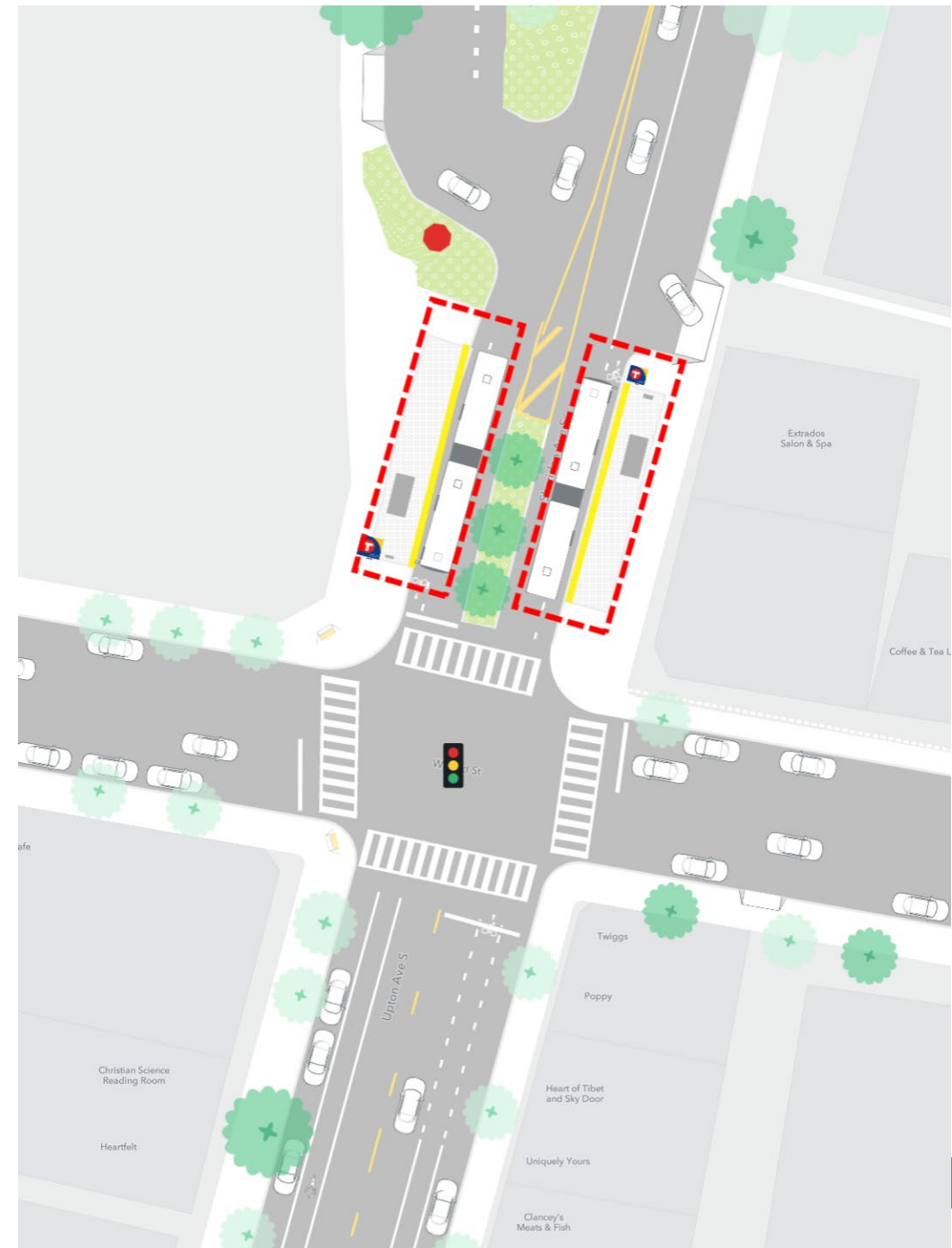
Additional analysis of northbound alternatives

Key to symbols Green = Preferred Yellow = Not Preferred Orange = Undesirable

Factor		Baseline Upton Ave and 43rd Street farside	Alternative C Upton Ave and 43rd St nearside
Safe pedestrian crossings		Encourages crossing at intersection	Encourages crossing at intersection
Access to destinations		Station serves commercial center directly with convenient access to destinations	Station serves commercial center directly with convenient access to destinations
Meets guidelines for station spacing		Station between 1/4-1/2 mile to neighboring stations	Station between 1/4-1/2 mile to neighboring stations
Available right-of-way		Right-of-way available for standard BRT platform and pedestrian space.	Right-of-way available for standard BRT platform and pedestrian space.
Speed and reliability		Farside platform location at signalized intersection reduces likelihood of stopping at red light	Nearside platform location at signalized intersection increases likelihood of stopping at red light
Concerns identified by station neighbors	On-street parking	3 total on-street parking spaces removed including parking added at existing bus stop location to be closed	1-2 total on-street parking spaces removed
	Storefront or residential visibility	No or limited potential effect on storefront visibility	Some potential effect on storefront visibility
	Trees and other public amenities	4 trees potentially disturbed; design will consider preservation and/or replacement Existing benches potentially removed; design will consider replacement	2-3 trees potentially disturbed; design will consider preservation and/or replacement
Recommendation		Retain platform in recommended plan	Do not advance

Changes to platform locations in recommended corridor plan

- Reduces reduction in on-street parking spaces from 7-8 spaces to 3 spaces
- Reduces potentially disturbed boulevard trees from 7-8 to 4 trees (station design will include preservation or replacement)
- Reduces potential effects on storefront visibility
- Maintains convenient access to commercial district



Other considerations

- Tree impacts
 - Metro Transit seeks to minimize impacts to existing trees in designing and building BRT stations. Trees can provide needed shade at transit stops.
 - Where possible, platform design will incorporate existing mature trees to avoid removing or damaging trees
 - Where direct impacts on existing trees cannot be avoided in platform design, Metro Transit will consider tree relocation and/or on-site tree replacement
- Planned E Line shelters are approximately the same size as existing standard bus shelters in the area, and will have clear glass walls
- The City of Minneapolis is considering making other safety improvements at Upton & 43rd Street in conjunction with the E Line project, including bumpouts

Upton & 43rd Street northbound platform location – existing



Upton & 43rd Street northbound platform location – proposed



Upton & 43rd Street southbound platform location – existing

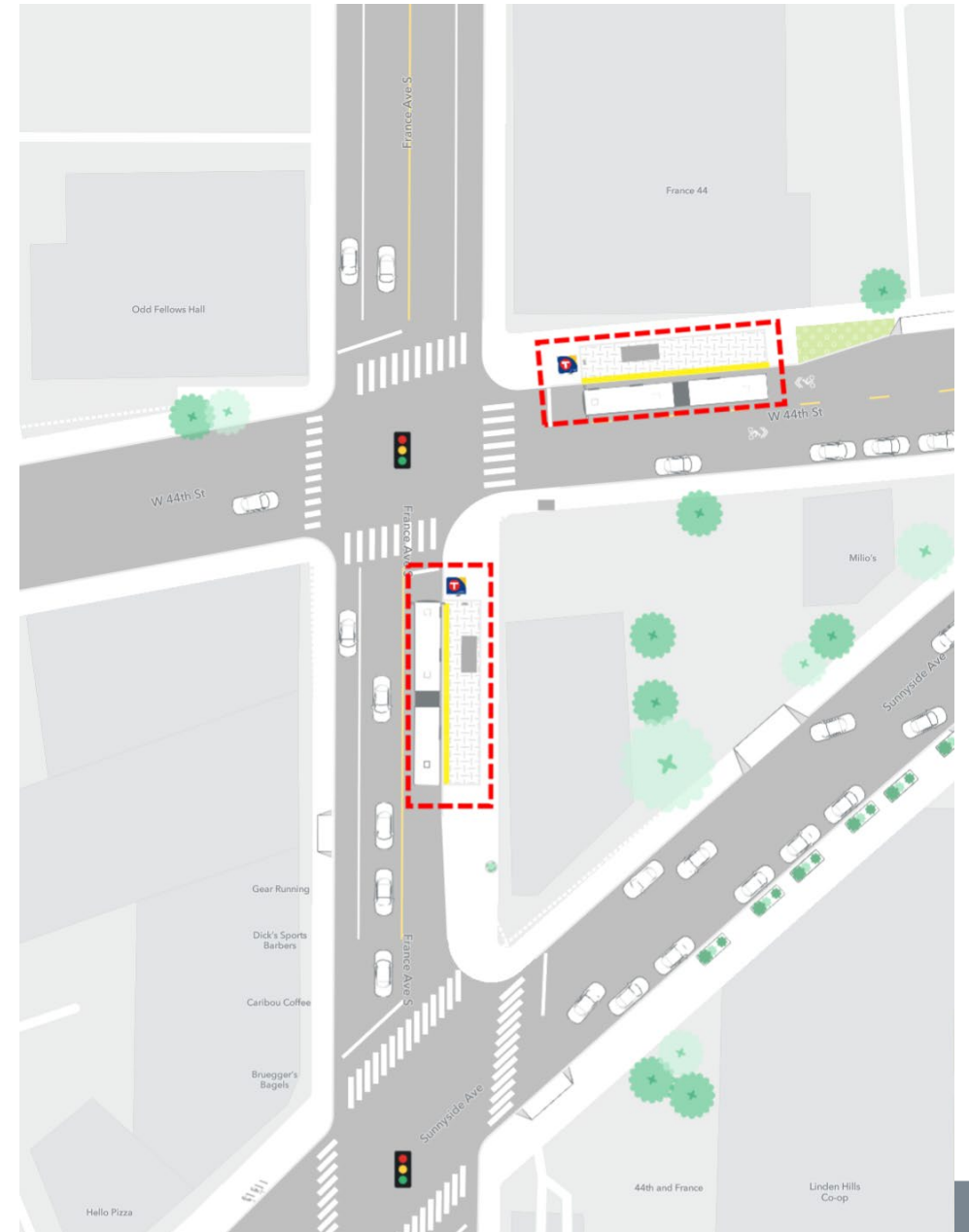


Upton & 43rd Street southbound platform location – proposed



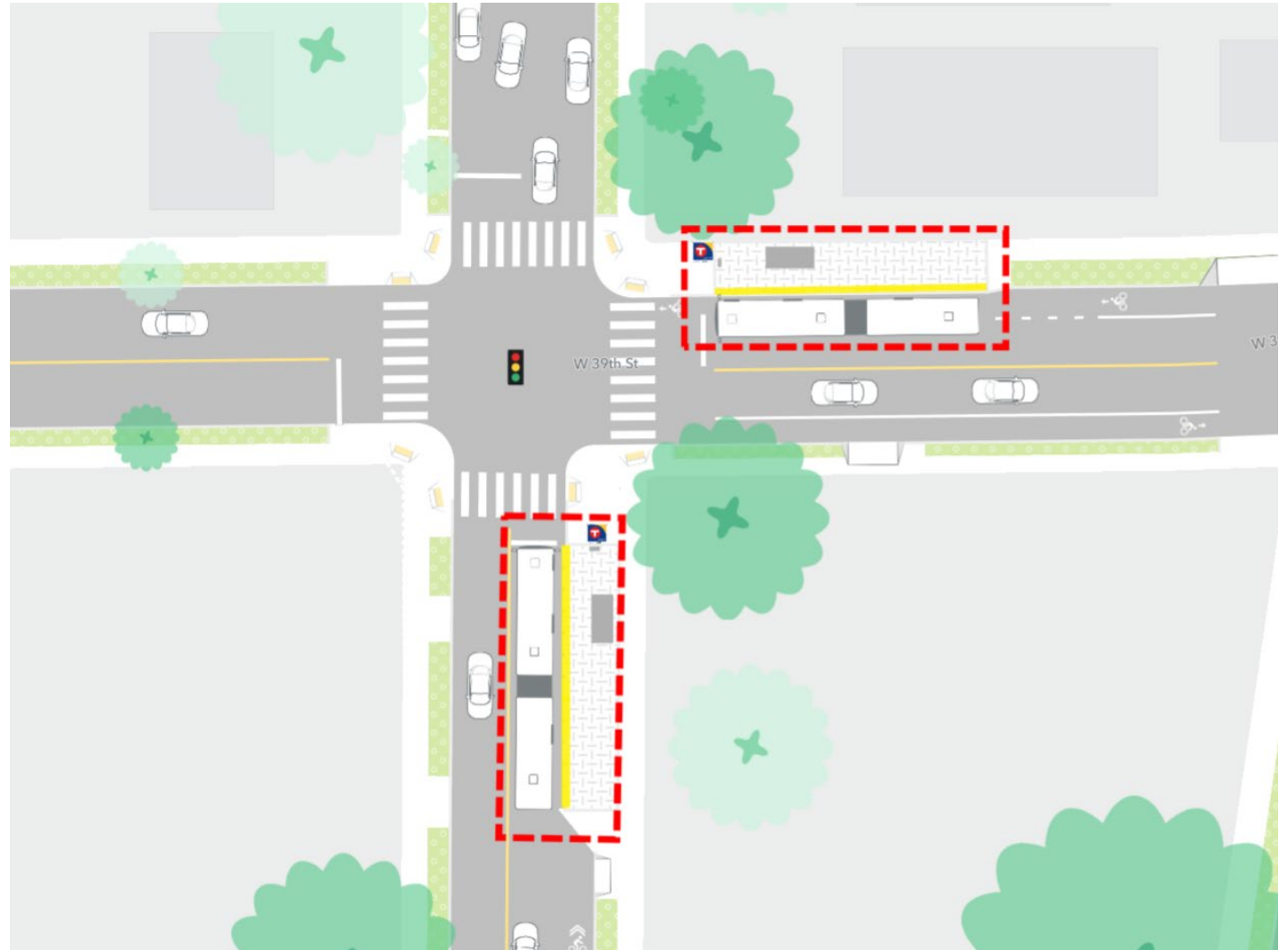
France & 44th Street Recommended Corridor Plan

- Northbound platform proposed on France Avenue nearside (southeast) corner of intersection
- Southbound bumpout platform proposed on 44th Street nearside (northeast) corner of intersection
- No changes recommended from draft corridor plan



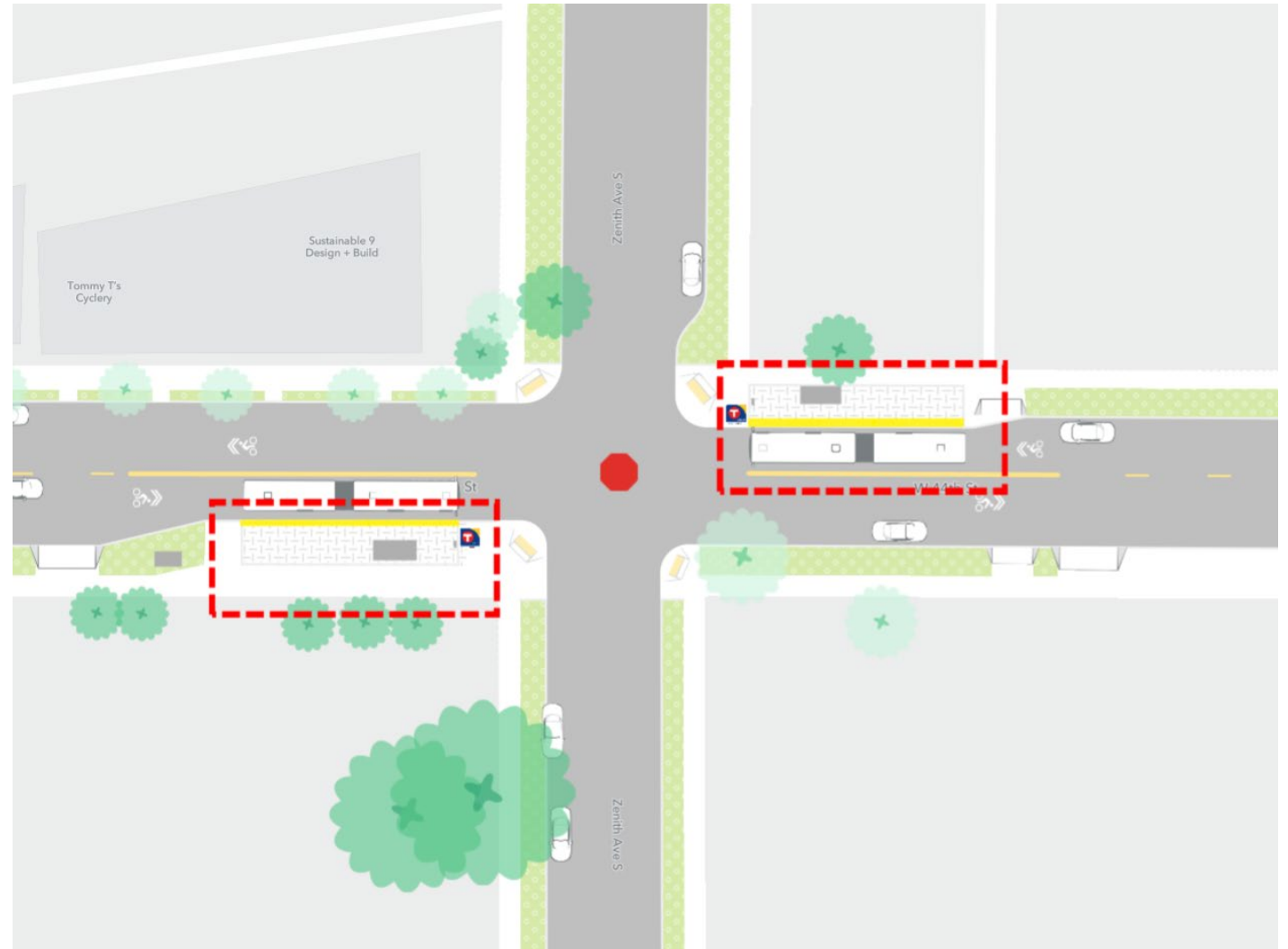
Sheridan & 39th Street Recommended Corridor Plan

- Southbound platform proposed on 39th Street nearside (northeast) corner of intersection
- Northbound platform proposed on Sheridan nearside (southeast) corner of intersection
- Additional analysis included northbound platform on 39th Street
- No changes recommended from draft corridor plan



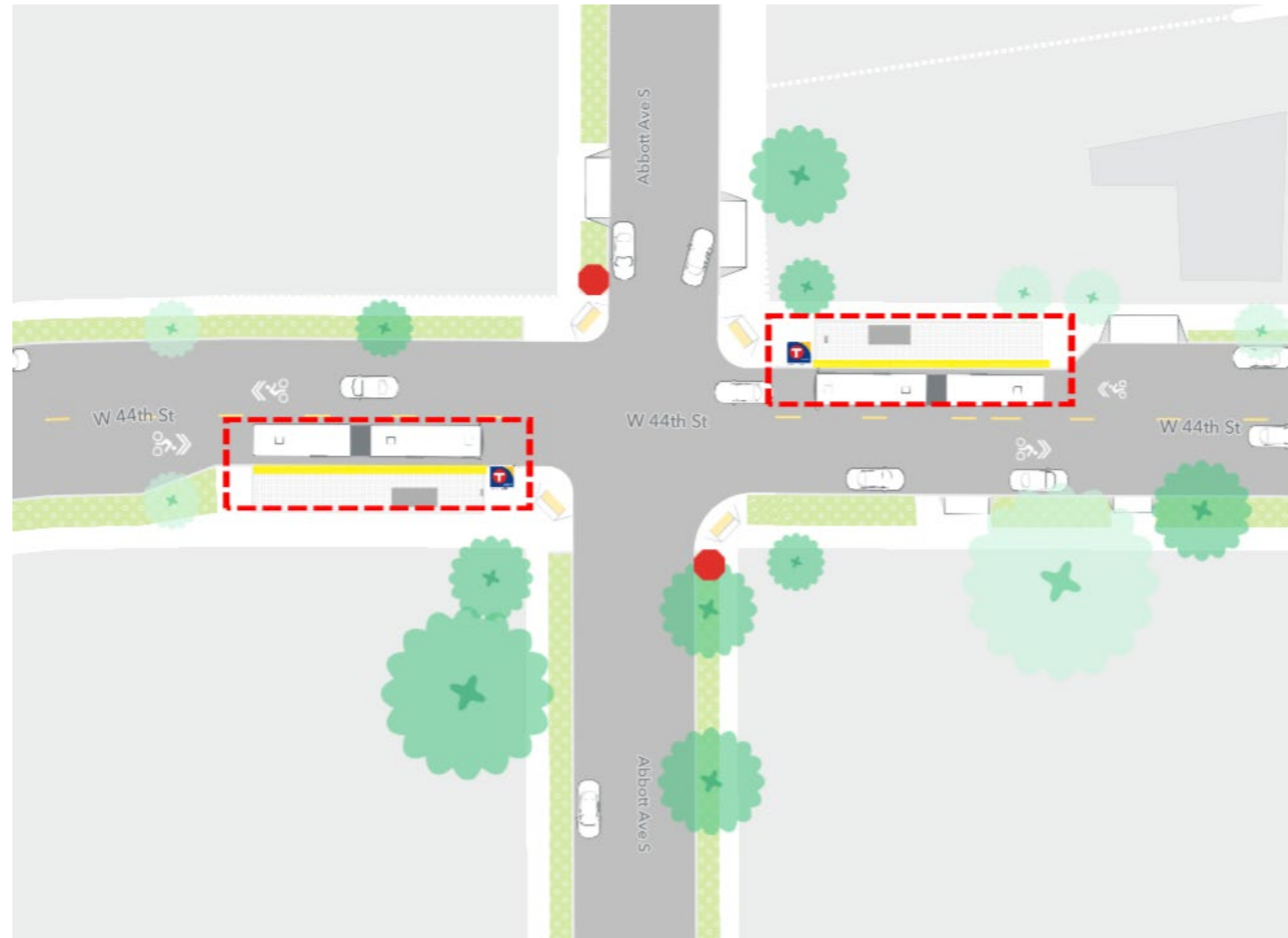
44th Street & Zenith Draft Corridor Plan

- Southbound platform proposed on nearside (northeast) corner of intersection
- Northbound platform proposed on nearside (southwest) corner of intersection
- Recommended change shift station location to 44th Street and Abbott Avenue



44th Street & Abbott (formerly Zenith) Recommended Corridor Plan

- Recommended shift from Zenith
 - Formal request from City of Minneapolis
 - New planned residential density at southwest corner of intersection
 - Closer to commercial area centered around Beard Avenue
- Southbound platform proposed on nearside (northeast) corner of intersection
- Northbound platform proposed on nearside (southwest) corner of intersection



Next steps

- Seeking feedback on Recommended Corridor Plan
 - Metropolitan Council to consider authorizing release of recommended corridor plan on March 9 for public review and comment
 - Pending Council action, 30-day public comment period open from **March 9 to April 8**
 - Review recommended corridor plan and provide comment at:
 - metrotransit.org/e-line-corridor-plan
 - eline@metrotransit.org
- Final Corridor Plan – Metropolitan Council action to approve in May 2022